

INFORMATION REPORT

**CONFIDENTIAL**

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SUPPLEMENT TO  
REPORT NO.

1. In November 1947, USIA established a transit storage area for freight at the railroad terminal at Sopron, Hungary. The area includes three large warehouses, each 60 meters by 10 meters by 4 meters, a loading space of 400 meters by 40 meters, and fifteen 20-ton storage tanks. There are four sidings, each about 400 meters long, and two rail connections with the Sopron railroad station. There is also an administration building consisting of ten rooms on the ground floor, five of which are used for office space, and five rooms on the second floor which are used for living quarters. From the administration building there is direct telephone connection with USIA at Wiener Neustadt and with USIA in Vienna. The storage area is fenced with barbed wire; and a wooden fence, 3 meters high, is now being constructed.
2. The director of the storage area is a Soviet civilian, Fyodor KRASNENKOV, believed to be from Moscow. Another Soviet civilian, BUKHARIN, is manager of the warehouses, and Peter RASAN, citizenship unknown, is employed in an administrative capacity. Eight Hungarian laborers are employed in the storage area.
3. This installation has been in operation since the beginning of December 1947. It is to be used chiefly to load and unload machinery en route from Austria to Rumania and to the USSR. Mixed freight, iron, and scrap-iron are also stored in the warehouses. Since the end of December 1947, one warehouse has been filled with office furniture which came from Vienna and is awaiting shipment to Budapest. The storage tanks are empty, but pumps are being installed to fill the tanks from tank cars.
4. At present the Hungarian Customs Office has no control over shipments to and from the USIA storage area, but it is reported that the Hungarian Government is taking up the matter with USIA.
5. The following shipments were handled at the storage area from 2 December 1947 to 18 January 1948. [REDACTED] Comment: This list is not necessarily complete.)

2 December 1947 25X1A

One train of 13 cars loaded with scrap-iron arrived from Melk, Lower Austria, and remained until 8 December 1947, when it left for Budapest.

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Class CHANGED TO: TS

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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5 December 1947

One train of six cars loaded with cast iron arrived, probably from Styria. This train had not yet left by 18 January 1948.

11 December 1947

One train of 21 cars loaded with textile wastes arrived from Vienna and remained unloaded until 22 December, when part of the freight was stored in one of the warehouses. The order to unload was received by telephone. The warehouse did not have space for all the freight from this train. Eight cars which could not be unloaded left on 16 January 1948 in the direction of Budapest.

19 December 1947

One train of three cars loaded with scrap-iron and four with iron arrived. This train remained at the storage area until 16 January 1948, when it left in the direction of Budapest.

27 December 1947

One train of nine cars loaded with automobile equipment arrived. This train, which departed on 7 January 1948 for Szombathely, was thought to be en route to Yugoslavia.

31 December 1947

One train of two cars arrived, loaded with scrap-iron, and left in the direction of Budapest on 5 January 1948.

2 January 1948

One train of eight cars loaded with mixed freight arrived and was unloaded. The freight, which included bicycle, motorcycle, and automobile equipment, was forwarded to Szombathely in gradual shipments on trucks of the transport service belonging to the Hungarian National Railways.

3 January 1948

Three cars of mixed freight, coming from Leobersdorf, Lower Austria, were unloaded. On 14 January 1948, the freight, which included rubber coats and hot-water bottles, was shipped by Soviet trucks to Győr, Hungary.

4 January 1948

One train of seven cars arrived, loaded with insulation material and lacquer, which remained until 18 January 1948 when it left in the direction of Szombathely.

14 January 1948

One train of five cars loaded with scrap-iron arrived. This train had not yet departed by 18 January 1948.

17 January 1948

Freight from seven cars was unloaded and stored. This shipment consisted of household electric appliances, such as stoves and hot-plates, and about twenty crates of equipment for electric switchboards.

18 January 1948

One train of four carloads of scrap-iron and four carloads of glass arrived. This train had not yet departed by 18 January 1948.

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